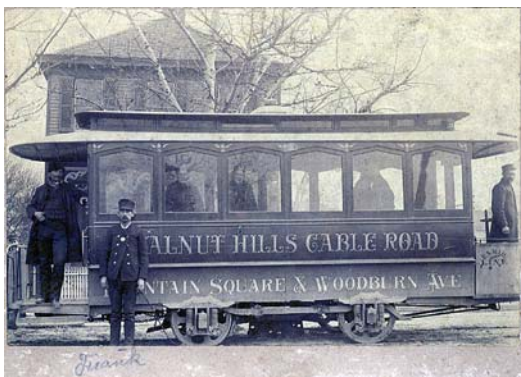


Transportation Policy Plan for Hamilton County

Will provide guiding principles for decisions and investment



The need to go from point A to point B remains unchanged. How to get there has evolved greatly in the last century. An investment in transportation is a major financial commitment, and because of the permanence of the physical infrastructure, very difficult to change once a decision has been made.

Hamilton County Board of County Commissioners passed a resolution early this year creating a Transportation Policy Plan Committee. The Committee, assisted by the Hamilton County Regional Planning Commission staff, will craft a proposal aimed at advancing the transportation interests of the County.

A significant investment that Hamilton County and its political subdivisions make is in the design, engineering, and construction of public infrastructure. Policies and principles that unify such an investment are an efficient, collaborative, and non-duplicative use of public funds that will better position the county and its residents to be successful.

A Transportation Policy Plan will state the guiding principles of projects and investments that relate to the transportation of goods, people and data/communication in Hamilton County. It is expected the committee will have a draft by the end of the summer.

The following organizations were invited to participate: municipal and township representatives, Cincinnati, OKI, County Engineer, ODOT, Ohio Valley Development Council, SORTA, Sierra Club, The Arc of Hamilton County, Queen City Bike, University of Cincinnati, Port Authority, and the Greater Cincinnati Chamber of Commerce.

For more information about this initiative you can contact Todd Kinskey, HCRPC Executive Director at 514-946-4454.

Source of the pictures:

Horse and buggy:

<http://www.co.rice.mn.us/historypics/Horse-Buggy.jpg>

Streetcar:

<http://images.google.com/imgres?imgurl=http://>

Lightrail Houston:

<http://www.globalgiants.com/archives/fotos7/>

SiemensLightRailHouston.jpg

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Why should Multi-Modal Transportation matter to you?

More on page 4

Over 50% of the best neighborhoods in the 8-county region are in Hamilton County.

More on page 7

Preservation is NOT "One-Size-Fits-All"

By Beth Sullebarger



Hamilton County is rich with historic resources, ranging from old stone houses dating from the early 1800s to entire planned communities created in the mid-1850s, 1920s and 1930s. In addition to neighborhoods in the City of Cincinnati, some of our historic suburbs such as Glendale, Montgomery, and

Mariemont are protected through historic designation by local ordinance.

Local designation means that demolition, alterations, and new construction are subject to review to ensure that historic fabric is preserved and new elements are compatible with historic buildings or districts. Establishing a municipal historic preservation program involves several essential actions: creating a body such as a landmarks commission to administer the program, designating historic properties, and establishing design guidelines.

Many people initially envision design review as a burdensome process and unwelcome oversight without seeing the benefits. It doesn't have to be that way. Preservation programs can be tailored to the needs and desires of each community. A preservation commission is typically made up of members with various different areas of expertise and points of view which are representative of the community. A typical commission includes slots for an architect, realtor, attorney, contractor, historic preservationist or historian, and other community representatives. If a historic preservation expert does not reside in the community, a consultant can provide that expertise.

Furthermore, design guidelines can be written to reflect the types of buildings in a particular historic place as well as the level of authenticity desired by the property owners in that place. For example, a village built in the 1930s such as Greenhills has different architecture than a village created in the 1850s like Glendale. Some historic districts insist on wood windows and prohibit artificial siding while others are more flexible.

Preservation has so many plusses—it creates more attractive places to live and work, protects property values, generates heritage tourism, and creates more jobs than new construction. When these benefits and the mechanics are understood, it is usually possible to develop consensus and support among those who will be affected.

Beth Sullebarger, sullebarger@fuse.net, is a historic preservation consultant based in Glendale.

City and County Partner in \$6.7M Initiative For Homelessness Prevention

By Susan Walsh

Hamilton County and the City of Cincinnati are working together through the Continuum of Care to provide strategic assistance to prevent homelessness. It's the first homelessness prevention approach of its kind in our community.

Traditionally, the U.S. Department of Housing and Urban Development (HUD) has provided two types of funding to address homelessness. Emergency shelters grants were provided to help fund shelters, and Continuum of Care funds were available for transitional or permanent supportive housing for those who were homeless.

The County and the City applied for about \$6,700,000 of HUD funding for homelessness prevention. Continuum of Care would contract with United Way to provide comprehensive services to those for whom homelessness appears imminent.



Keeping families in their homes is the goal of Hamilton County and the City of Cincinnati's Continuum of Care Initiative

Individuals or families who are either at immediate risk of homelessness, or who recently became homeless, will call the United Way (211) or a special hotline (to be announced) to be put in touch with providers who can determine if they are eligible for services. Services that can be provided are payment of back rent and utilities, counseling, and limited time payment of rent and security deposit for a new unit, if currently homeless. Service will be provided based on eligibility of the person or family, and availability of funding. Funding is expected to last 3 years.

Kevin Finn, Continuum of Care Director said that this centralized approach will provide a huge advantage over previous options, which required people in need to contact multiple agencies to receive piecemeal, partial solutions that often weren't enough to keep them in their homes.

Hamilton County anticipates that the funding could be approved by July or August and that programming will be underway by September 1, 2009. There will be an announcement when it begins.

To learn more about the Continuum of Care, please visit this link:
www.cincinnatioc.org.

Susan Walsh is the Director of Hamilton County Community Development. She can be reached at susan.walsh@hamilton-co.org

Woodlawn Plan Merges Charm of an 18th Century Village with a 21st Century Vision By Evonne Kovach

The Village of Woodlawn was founded in the late 18th century as a settlement station. Woodlawn saw its population grow and industrial base expand due to its strategic location on the Mill Creek Corridor. The Village was incorporated in 1941. Currently, Woodlawn has a nighttime population of approximately 3,000 and a daytime population of about 8,000.

Woodlawn offers its residents and businesses the quiet atmosphere of a small town as well as the convenience of a great location just minutes from major interstates and a wide array of shopping alternatives. Woodlawn is home to Glenwood Gardens, Hamilton County's premier park.

The Village also has approximately 15 acres of municipal park land and a bike trail that traverses north and south through the Village connecting Glenwood Gardens and the Village of Glendale on the north and the City of Wyoming on the south. The community is located within the Princeton City School District.

In January of 2006, the Village of Woodlawn Council unanimously approved embarking upon the preparation of a Master Plan. Woodlawn had not had an official plan prepared since the 1960s!

The preparation of the plan sought to build trust, opening channels of communication with its stakeholders, and understanding perceptions,

concerns and hopes for Woodlawn. A concise, community-based Vision Statement was created establishing the characteristics that the community will strive for in the future.

The implementation of the Woodlawn Master Plan is anchored by four main goals:



The Woodlawn Ohio National Guard Training and Community Center in the Village of Woodlawn is a state of the art facility that houses the Woodlawn Parks and Recreation Department and is also home to the 216th Engineer Battalion (HSC) Headquarters Service Company, the 1-174th Air Defense Artillery (HHB) Headquarters, and Headquarters Battery, Battery A and Battery B of the Ohio National Guard.

(1) Vibrant Residential Communities, (2) Destination: Springfield Pike, (3) Successful Industry, and (4) Welcome to Beautiful Woodlawn.

Key to the success in the preparation of the Woodlawn plan was: (a) to hire outside assistance. While local citizens know their

community best, an objective consultant keeps the process flowing and offers professional advice on current planning, development and design trends; (b) to obtain a realistic perspective of the local economy by conducting a housing and economic market study simultaneously with the plan, and (c) to balance the Plan's Vision with a realistic implementation schedule against which the Village can assess its progress.

Woodlawn has been able to make great strides in just one full year of Master Plan implementation! Among the significant accomplishments were the creation of a Springfield Pike Overlay District that ensures that the site design, physical function and appearance of the properties along Springfield Pike reinforce the vision, goals and objectives of the Master Plan; contracting for a total zoning code rewrite that will provide the legal controls for guiding redevelopment in a manner consistent with the Master Plan; preparing a Streetscape and Gateway Design Plan to create coordinated signage at our borders and throughout Woodlawn – creating a sense of place and identity; and re-activating the West Fork Bikeway Committee to complete the hike/bike trail through Woodlawn.

Evonne Kovach is the Woodlawn Village Administrator. She can be reached at: ekovach@beautifulwoodlawn.us

COLUMBIA TOWNSHIP Ohio's First Township Tree City USA By Wendi Van Buren

On April 17, 2009, at a regional award ceremony of southwestern Ohio communities, Hamilton County's Columbia Township was recognized as Ohio's first township to be designated as Tree City USA.

Tree City USA is an award program established in 1976 by the Arbor Day Foundation and the National Association of State Foresters, to recognize communities that actively and effectively manage their tree resources.

Columbia Township has met all of the requirements and has established a tree board department to carry out a tree care program; enacted a community tree resolution to provide direction; fund the community forestry program with an annual budget of at least \$2 per capita; and celebrate Arbor Day with a community ceremony and proclamation.

"More than 48 percent of Ohioans live in a Tree City USA, and they are enjoying a variety of benefits that come with having more trees, such as increased greenery, storm water absorption and decreased noise levels," said David

Lytle, chief of the ODNr Division of Forestry.

While Ohio has been the national leader with the most Tree City USA communities for the last 28 years, the inclusion of Columbia Township is a significant achievement. By placing tree care on par with other services, communities can enhance the quality of life for their current and future residents.

"Trees help generate positive messages about the appeal of a street, a neighborhood, or a business district that influence our attitudes and behavior in and toward the community," said Mike Lemon, Columbia Township's Administrator. Residents have been



very supportive of our tree planting program. Residents continually want to know when we will plant replacement trees if any are removed due to disease or other issues and frequently ask for additional trees.

Wendi Van Buren is an Urban Forester with ODNr. She can be reached at Wendi.VanBuren@dnr.state.oh.us

Making The Case for Multi-Modal Transportation

The Key To Our Success

By Todd Portune



Highway-to-Rail-to-Barge. This has become the new mantra of Hamilton County when it comes to exciting possibilities for major economic development initiatives. Otherwise known as “multi-modal transportation initiatives,” the county is focusing on leveraging our infrastructure advantage over other Mid-western communities: interstate highways, rail lines and yards, and the maritime corridor of the Ohio River, to attract new business and development opportunities. This is one of the best ways to help turn around our local economy and climb out of the recession and we are aggressively pursuing our opportunities.

The shipping of goods and materials by manufacturers and buyers represents a significant cost of doing business. So much so that accessibility to transportation infrastructure is one of the first questions generally asked by all potential business starts and relocations.

In terms of cost, it is most expensive to move goods over the road via truck transit on highways than to ship by rail and even far less still to move by barge or boat. Communities that can present a seamless interconnectivity by and between these modes of transit are better positioned to attract business and retain industry because they have the ability to offer cheaper and timely means of getting goods to the market.

Beyond the cost differential, there are serious environmental considerations as well. One fully loaded rail car can replace 15 trucks on the highway while a single barge moves the same goods as four or five trains. A train can transport one ton of goods 456 miles on a single gallon of diesel fuel. Rail and barge shipments represent the old “Green” and the new “Green” environmentally. They, of course, save a lot of other green when it comes to the cost of moving goods.

Communities that have all three modes of transit become magnets for the distribution of goods to far reaching areas of the nation or the globe. Hamilton County is within a days drive of 75% of the gross population of the United States and Canada making our region an ideal community to serve as a shipping center. We benefit from the convergence of three interstates; significant rail infrastructure including one of the major rail yards [Queensgate] in the Nation and are bordered on one of the great maritime highways of North America – the Ohio River.

Our multi-modal capacity outstrips that of virtually every other Midwestern city. When you add in the Ohio River’s connection to the Mississippi and its flow to the Gulf of Mexico, and connection to a re-channeled Panama Canal, our region has the potential of linking a majority of US and North American manufacturing to Central and South America along with the Pacific rim. You can see why county and regional leadership is so keen on expanding our Port capabilities.

To take advantage of our infrastructure advantage the Hamilton County Board of County Commissioners (BoCC) has taken many steps to position the county and region to take full advantage of our assets for positive economic benefit. For example, the Board reconfigured the Port Development Authority to be able to function like a real port.

The Port now has the tools and the authority to operate bulk terminal facilities along the Ohio River and to use that capacity to develop new revenue streams, either through tariffs and direct charges on shipping, to the leasing of warehouse space at bulk terminals, to new financings of terminal facilities – and to channel those revenues into new bond funded development county wide, bringing new industry and jobs to the region.

The Port can also fund and expand its efforts at Brownfield remediation by engaging in industrial site preparation. And it can begin land-banking properties as an essential means to convert many of the vacant, abandoned and blighted properties county wide into

(Continued on page 5)

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productive pieces of real estate that generate tax revenue for the county and local jurisdictions and provide positive opportunities and jobs for the people of the county.

Commuter passenger rail service: The BoCC and the Hamilton County Transportation Improvement District (TID) are also providing leadership in implementing new rail initiatives to help move both people and goods throughout the region. The county TID in cooperation with Cincinnati and the Clermont County TID is spearheading the Eastern Corridor multi-modal transportation and land use project that will link downtown Cincinnati to Clermont County with daily commuter passenger rail service. The eastern corridor will be the foundation for other tran-

sit service to central Hamilton County and the communities of Oakley, Hyde Park, Evanston, Norwood and the Xavier University Campus.

And it is the Eastern Corridor that will serve as the final leg on the Ohio Hub Cincinnati to Cleveland high speed passenger rail service. Each of these initiatives uses existing rail infrastructure and, as such, is much less expensive than other initiatives that call for new construction and the need to acquire new rail right of way.

The state of Ohio recently cemented its support of the eastern corridor project with a \$20 Million commitment. Commissioner Portune will be traveling to Washington DC along with Clermont County TID officials to secure the funding for the eastern corridor in the upcoming federal transportation bill to guarantee completion of the project and the introduction of rail service within seven years.

It is an exciting time for the county and the region. Some have likened the decisions to commit to using our transit infrastructure to its greatest competitive advantage to a similar set of issues that the

region confronted almost 150 years ago. Back then, the region opted against utilizing all transit modalities and instead decided to focus primarily on the steamboat. As a consequence, the city and county failed to grow and develop to its fullest potential. Confronted with a similar set of options today, that are compounded in complexity by a faltering economy, we can ill afford to make the mistakes of yesteryear. Today, the Board of County Commissioners is united in purpose and on policy to press the case for development of our multi-modal infrastructure to its fullest and best capacity. While the outcome is yet to be fully realized, the BoCC is committed to spark a major turnaround in the local economy by using our assets to their fullest potential. Hamilton County cannot wait for someone else to save us economically. Only by working to create our own set of options and opportunities will we truly recover from the current recession.

Hamilton County Commissioner Todd Portune can be reached at: todd.portune@hamilton-co.org

Midwest Front Runner for \$8B in High Speed Rail Funds

By Michael Tarms—Associated Press 6/18/2009

CHICAGO — High-speed rail plans in California and the Midwest appear to be front runners in the race for \$8 billion in stimulus cash based on federal criteria released Wednesday that favor projects with established revenue sources and multistate cooperation.

California voters last November approved nearly \$10 billion in state bonds that could be combined with federal money to build 800 miles of high-speed track. Eight Midwest states have cooperated closely to promote a network, with Chicago as its hub, that would join 12 metropolitan areas within 400 miles. "California by having the bond has a step up," said Karen Rae, deputy administrator of the Federal Railroad Administration, who hastened to add that many factors would determine final distribution of the stimulus money.

Any region can present a long-range plan, but the FRA has highlighted 10 major corridors that cover lines in Texas, California, Florida, the Pacific Northwest, the Midwest, the Gulf Coast, the Southeast, northern New England, Pennsylvania and New York.

President Barack Obama laid out plans in April for high-speed rail he said would help dramatically change the way Americans travel.

Even advocates concede the \$8 billion isn't nearly enough for a wholesale change in passenger-train service, something that would require hundreds of billions more. But backers still hope the stimulus money, as well as \$1 billion a year for five years proposed for high-speed rail in the 2010 federal budget, will lead to more funding down the road.

The Midwest project foresees upgrades of three existing routes: Chicago-St. Louis; Chicago-Madison, Wis., via Milwaukee; and Chicago-Pontiac, Mich., through Detroit. Later, they'd upgrade a St. Louis-Kansas City, Mo. route. The governors of the eight Midwest states — Illinois, Indiana, Michigan, Minnesota, Missouri, Ohio and Wisconsin — wrote Transportation Secretary Ray LaHood in April appealing for money for the region, one of the hardest hit by the recession.

Farewell to Senator Robert "Bob" Schuler



Ohio State Senator Robert Schuler, in state and local government for more than 25 years, passed away on June 19 at his home after a battle with cancer. He was 66.

Known as a quiet but effective legislator by colleagues, Bob was

serving his second term in the Ohio Senate. He was chairman of the Senate Energy & Public Utilities Committee in the last General Assembly, and the key architect of Ohio's new energy policy signed into law last year by Governor Ted Strickland.

Before being elected to the State Senate in 2003, Bob served in the Ohio House from 1993 to 2000. He also served as Sycamore Township Trustee from 1988 to 1992, Deer Park Council member from 1978 to 1985, and Chairman elect of the Planning Partnership of the Hamilton County Regional Planning Commission in 2001.

Bob's leadership and support to local jurisdictions and the progress of Hamilton County were a constant. He will be greatly missed.

Adjusting Boundaries for the Count: Census 2010

The importance of accurately counting Ohio's populations can't be understated. Data from the 2010 Census will be used to distribute more than \$300 billion in federal funds each year to states and local communities, and Ohio's count will determine our state's representation in the U.S. House of Representatives during the next decade. Population data will also be used to allocate funds for school districts, public transportation, and other vital programs around the state. Ohio state agencies received more than \$13 billion in federal resources from census-based formula awards in the state fiscal year ending June 30, 2007, based on an assessment of Ohio Office of Budget and Management data," says a press release from the Ohio Department of Development.

The Participant Statistical Areas Program (PSAP) for the 2010 Census Count allows participants, following Census Bureau

guidelines, to review and suggest modifications to the boundaries for block groups, census tracts, census county divisions, and census designated places for reporting data from the 2010 Census.

Hamilton County Regional Planning Commission staff worked closely with the City of Cincinnati staff whom, to be able to track changes between 2000 and 2010, did not recommend a significant amount of changes to the existing boundaries. Instead, several tracts and block groups were either split where population was too large or anticipated to be too large in 2010 (over 8,000 people for tracts and 3,000 people for blocks), or combined tracts and blocks that were too small (under 1,500 people for tracts – 600 people for block groups).

Most of the tract splits occurred in the townships where new subdivisions have been built. County and City staff ensure that the block groups aligned closely to their statistical neighborhood boundaries. This way, data can be gathered for areas like Price Hill, Over the Rhine, and Roselawn.

Within Hamilton County's townships, several areas known as Census Designated Places (CDPs) exist, for example Cherry Grove, Montfort Heights, Finneytown and Kenwood. Several new CDPs were created to blanket all of the unincorporated areas which will provide data users another level of geography to analyze and track changes throughout the years. Some of the newly created CDP's include Miamitown, Remington, Salem Heights, and Delshire.

For more information you can contact John Huth, Senior Planner with the HCRPC. He can be reached at john.huth@hamilton-co.org

Neighborhood Stabilization Program Update

Hamilton County has used approximately \$126,000 in Neighborhood Stabilization Program (NSP) funds for foreclosed, abandoned and vacant property redevelopment since March. No other community in Ohio is moving this quickly to leverage this new federal program for neighborhood revitalization. To date, NSP projects involving the purchase and demolition of vacant properties will result in new housing construction and business district parking in North College Hill, and a public park expansion in Mt. Healthy.

In early May, the Department of Housing and Urban Development (HUD) announced a new round of NSP funding. This

"NSP2" money comes through the American Recovery and Reinvestment Act of 2009. Approximately \$2 billion is available to communities nationwide through a competitive application process. HUD's goal is to revitalize and stabilize neighborhoods that continue to be damaged by the economic effects of foreclosed and abandoned properties. NSP2 applicants have to demonstrate their capacity and ability to acquire, rehabilitate, demolish, and redevelop property quickly and efficiently. Hamilton County Community Development is working on a joint NSP2 application with The City of Cincinnati, Cincinnati Metropolitan Housing Authority, and The Model Group, Inc. This consortium approach has been encouraged by HUD.

HUD designed the application criteria using Census tract data for the number and percentage of property foreclosures and vacancy rates. Each Census tract has a score between one and twenty, and combined census tracts must have an average score of 18 to qualify for the program. The local NSP2 consortium is determining which areas to include in our application. Tract scores and availability of market research will limit the number of targeted areas. More information will be available during a 10-day public comment and review period beginning in July. The application deadline is July 17.

Katie Rademacher is a Senior Planner with the Hamilton County Community Development Department. She can be reached at katie.rademacher@hamilton-co.org

Program Committee 2009-2010

The Program Committee of the Planning Partnership evaluates input from members and develops programs that respond to the needs and interests of its members.

For more information on how to get involved contact Mike Lemon at administrator@columbiatwp.org, Evonne Kovack at ekovach@beautifulwoodlawn.us, or Joanne Gerson at joanne.gerson@earthlink.net.

Hamilton County Home to Best Communities in Tri-State

Twelve of the top 20, and overall 21 of the 43 best communities in the Tristate are in Hamilton County according to a ranking by Cincy Magazine June/July 2009.

Editors of the magazine considered all the communities in the eight-county Tristate area that had the highest 2008 median home sale values, and included cities, townships, villages, and Census-Designated-Places. Communities with populations under 1000 or that would not report their crime statistics were eliminated. Data used for the ranking included: home occupancy, education, crime, tax rates, commuting times and change in home value over four years. For more information on how the ranking was conducted go to www.cincymagazine.com/ratingtheburbs.

No. 2 Indian Hill
No. 4 Madeira
No. 6 Anderson Township
No. 8 Wyoming
No. 11 Terrace Park
No. 12 Newtown
No. 13 Loveland
No. 14 Miami Township
No. 16 Montgomery
No. 17 Glendale
No. 19 Mariemont
No. 20 Amberley Village
No. 21 Blue Ash
No. 23 Columbia-Tusculum
No. 24 Crosby Township
No. 26 Evendale
No. 32 Hyde Park
No. 34 Mount Lookout
No. 35 Mount Adams
No. 36 Oakley
No. 43 Symmes Township

Hidden Treasures Guide to Integrated Neighborhoods in Hamilton County

Fifteen communities in Hamilton County were identified in a recent housing pattern study as being racially integrated and stable, some of them for more than 20 years. Another nine have been integrated since 1990. Some are older city residential neighborhoods, some are suburban communities, and some are urban hip and edgy. There is a market for neighborhoods with a diverse population and housing stock and rich in community.

The full research report is available at <http://www.cincinnatiassoc.org/attachments/1/stable.pdf>. The Cincinnati Association and Housing Opportunities Made Equal (HOME) published an attractive neighborhood guide called "Hidden Treasures" to bring greater visibility to these communities. To request a copy of "Hidden Treasures," contact HOME at 513-721-4663.

Gold Medal Communities (Integrated since 1970)

Cincinnati Downtown/Riverfront
Corryville
Madisonville

Silver Medal Communities (Integrated since 1980)

College Hill
CUF (Clifton Heights/Fairview and a small portion of what was formerly called University Heights)
East Walnut Hills
Forest Park
The Heights
Kennedy Heights
Mt. Airy
North Avondale
Northside
Paddock Hills
Pleasant Ridge
Spring Grove Village (formerly called Winton Place)

Bronze Medal Communities (Integrated since 1990)

Camp Washington
Clifton
South Fairmont
Westwood East
Finneytown (Springfield Twp.)
City of Mt. Healthy
Mt. Healthy Heights (Colerain Twp.)
Pleasant Run Farms (Springfield Twp.)
City of Springdale

Sign up for your complementary copy TODAY! Update The Planning Partnership Newsletter

UPDATE, a quarterly publication of the Planning Partnership of the Hamilton County Regional Planning Commission (HCRPC), informs planning and zoning commissioners, elected officials and administrators, and others interested in development and redevelopment issues in Hamilton County.

To receive a complementary copy via email, please subscribe at update.news@hamilton-co.org.

If you'd like to receive a printed copy please provide the following information:

Name _____

Organization/ Jurisdiction _____

Title _____

Mailing Address _____ City _____ State _____ ZIP _____

Please mail the above information and a check made to the Hamilton County Regional Planning Commission for \$10.00 for printing, shipping and handling to:

Hamilton County Regional Planning Commission—138 E. Court Street Room 807—Cincinnati OH 45202

Note: Jurisdiction members of the HCRPC receive 20 free copies per issue sent to the address on record.

upcoming events

SAVE THE DATES 2009 Free Training AICP CM Events Monthly Webcasts

If you are looking for opportunities to meet the continuing education Certification Maintenance required by AICP, you may want to consider participating in the APA Monthly Webcasts 2009 Series. The webcasts are FREE. Go to <http://www.utah-apa.org> for details. You can join from the comfort of your office, or leave the technical aspects to us and join us in the Hamilton County Regional Planning Commission Conference Room.

APA Monthly Webcasts

FREE

2009 SERIES

Hamilton County Regional Planning Commission
138 E. Court Street Rm 807—Cincinnati OH 45202
RSVP to Jay Springer Tel. 513-946-4459

Planning and Zoning Commissioners interested in these topics are welcome to attend.

Dates and topics:

August 7: Wind—Small and Large

September 4: The Future of Transportation: Providing Sustainable Choices for the Public

October 2: Practical Application of Takings, Exactions and Constitutional Procedural Requirements in Local Land Use Decisions (CM LAW CREDIT)

November 6: Community Visioning: Creating the Framework for Tomorrow's Florida

December 4: Creating Sustainable Communities

Time: 1:00 pm—2:30 pm EST

Place: County Administration Building—Room 805—138 E. Court Street—Cincinnati OH 45202

Cost: FREE

RSVP to Jay Springer at jay.springer@hamilton-co.org or 513-946-4459.

SAVE THE DATE July 29, 2009 First Suburbs Consortium Meeting

Wednesday July 29, 2009

6:00 PM—8:00 PM

Meiers Wine Cellars

6955 Plainfield Road

Silverton

Contact Andy Dobson at 513-946-4466 for more information.

SAVE THE DATE November 7, 2009 Planning Commissioners' Forum

In its fourth year, the Planning Commissioners' Forum is an opportunity for Hamilton County Planning and Zoning Commissioners to network and get new information that will help in their jobs in their respective communities. This year the Forum will take place on Saturday, November 7, 2009 8:30 am—11:30 am at the Blue Ash Recreation Center.

Planning Partnership



HAMILTON COUNTY
Regional
Planning
Commission

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WE ARE ON THE WEB!

www.hamiltoncountyohio.gov/hcrpc/partner/